

## \$25,000,000 LOST BY I. R. T. DELAYS

Estimate Board Inquiry Shows  
Equipment Cost \$47,000,000  
Instead of \$22,000,000.

### MAYOR TILTS WITH HEDGES

Company Officials Make Only One  
Copy of Reports, Pleading  
Economy.

Tardiness of the Interborough Rapid Transit Company in purchasing equipment for the Seventh subway line and other branches opened at the same time in 1915 resulted in an increased cost of \$25,000,000 in the purchase of that equipment, according to testimony extracted by William P. Burr, Corporation Counsel, from Edward F. J. Gaynor, auditor of the Interborough company, and other witnesses in yesterday's session of the Board of Estimate inquiry into the railroad company's plea for immediate permission to charge higher fares.

Mr. Gaynor's testimony was that the original terms of the dual subway contract regarding equipment, made in 1915, estimated the cost of the equipment at \$22,000,000, whereas the eventual expenditures, made in 1917 and 1918, amounted to \$47,000,000. Mr. Gaynor blamed this difference on the increase on material prices caused by the war.

Mr. Burr maintained it was because the Interborough failed to make contracts for the material "in good season." He pointed out that a \$25,000,000 issue had been floated in large part through J. P. Morgan & Co. drew queries from Mayor Hylan, who sought to find out how much profit the banking firm made by the flotation. The Mayor apparently was unable to get the information from Mr. Gaynor.

### Tilt With Mr. Hedges.

The session opened with a lively tilt, Job E. Hedges, receiver for the New York Railways Company, and Alfred A. Cook, representing the Interborough Consolidated Corporation bondholders, opposing Mayor Hylan and Mr. Burr.

Mr. Hedges remarked that he had no connection with the Interborough and pleaded that perhaps the New York Railways matter might be injected into the investigation "on odd days, or something of the sort."

Mayor Hylan referred him to Mr. Burr, who said:

"I am endeavoring to carry on this inquiry in accordance with the resolution which this Board has adopted, and the preliminary inquiry under that resolution is as to the monetary investment of the Interborough under contracts Nos. 1 and 2, after which will come an examination so far as we can make it, into the acquisition of the elevated railroad lease, and after that the New York Railways, and you say you have no connection with this whatever, but good or for evil you are tied up in it."

"Oh, no," protested Mr. Hedges.

"Oh, yes you are," Mr. Burr said, "because the New York Railways was one of the things that caused the present depression in the transit situation. The railways, tied up to the Interborough and to the elevated—that consolidation is what brought about and precipitated the trouble."

Mr. Cook sought to explain matters from the viewpoint of his client, but was shut off by the Mayor, whereupon Mr. Burr offered to receive any suggestions from the two later at his office.

"Will you see me this afternoon?" asked Henry L. Stimson, of counsel for Mr. Hedges.

"Don't make any promise to see anybody, and don't get mixed up in this matter," the Mayor interrupted.

### Company Economizing.

Mr. Burr called Mr. Gaynor to the witness stand, and also Horace M. Fisher, secretary of the Interborough company. Both men were questioned at length by the Corporation Counsel and by James L. Quackenbush, the Interborough counsel, regarding various tabulations, charts and statements that Mr. Burr had asked for. The Interborough officers had the reports, but in most instances there was only one copy, and when members of the Board of Estimate protested that all should have copies Mr. Quackenbush explained that the company had been trying to economize, but that the Interborough would have copies made, "irrespective of economy," if the Board so ordered. Mr. Burr said he would take up the point later.

Details of the Interborough's purchase of the trolley lines in Queens as expected feeders for the Interborough subway lines in that borough were brought into further disclosure being that for one of the lines purchased forty-six heavy cars had been bought, supposedly for use through the Steinway tunnel, but which now are running on one of the surface lines. Mr. Burr alleged that they are expensive to operate and have "increased the accident rate."

## Report Newton Will Aid Grand Jury

A report reached the Criminal Courts Building late yesterday afternoon to the effect that Governor Smith had decided to order Charles D. Newton, Attorney General of the State, to act as legal adviser to the Extraordinary Grand Jury. Raymond Almirall, foreman of the body, refused to discuss the matter when seen following the adjournment of the Grand Jury until next Monday.

The report came from what was said to be an authentic source, and had it that Royal H. Weller, formerly an Assistant District Attorney under Charles S. Whitman, was to be appointed a special deputy Attorney General, by suggestion of the Governor, to act as Mr. Newton's representative in the several investigations in which the body still is engaged.

Edward Swann, District Attorney, declared he had received no word from Governor Smith about the matter.

"I wrote the Governor in December stating that if any one would do the written charges against any one in this office, I would ask the Attorney General to investigate," he said. "I have not heard that any such specific formal charges have been made. Have any such charges been presented to the Governor? If they have, he certainly has not informed me of the fact."

## ITALIAN NAVAL HERO TURNS ENGINEER IN RAIL STRIKE

ROME, Tuesday.—Commander Raffaele Rossetti, who torpedoed and sank the Austro-Hungarian submarine Viribus Untle in Pola Harbor November 2, 1918, has addressed an appeal to all his colleagues in the navy, as well as engineers in the service of the government, to transform themselves into engine drivers. Setting an example, he drove an express train from Genoa to Rome today. Upon arrival here he was recognized and was given an enthusiastic reception.

Socialist deputies presented in the Chamber of Deputies a motion claiming the right to strike for employees in the public services.

## WELLESLEY GIRLS AT WINTER SPORTS.



The Carnival of Winter Sports just held at Wellesley College developed possible new contestants for amateur honors. Miss Maud Ludington, of the Class of '21, is Wellesley's new skiing and skating champion. Misses Harriet Sping and Maud Miller, '21, won new coasting honors.

## WOOL CONFERENCE PLEASES WILLIAMS

Food Administrator Says Manufacturers' Demands Soon Will Be Met.

Following the conference of the representatives of the woollen manufacturers at the office of the American Woollen Association, No. 45 East Seventeenth street, yesterday, Arthur Williams, Federal Food Administrator, reported the conference had been of a highly satisfactory nature. Certain persons engaged in the business, Mr. Williams said, had been pointed out to him as profiteers, and for this reason he had been called upon to make an investigation. It had been told him that purchasers had obtained small orders of woollens from time to time and were holding out for higher prices.

"One of the most encouraging features of the conference," said Mr. Williams, "was the statement that the supply of raw wool is now nearing the normal and that the time is rapidly approaching when the requirements of the manufacturers of clothing will be fully met. One condition in the manufacture of cloth was brought out which may not be generally known. Fully sixty per cent of the cloth making capacity of the mills of the country was diverted to making cloth for the army and navy during the war."

"No additional manufacturing equipment was provided, the time being too short, and consequently many lines of cloth at the lower prices, yet of good quality, were taken from the market. More expensive materials were necessarily substituted, which in themselves cause an increase in the cost of clothing. The return of this large percentage of manufacturing equipment to the normal clothing demand insures an almost immediate supply of cloth formerly available at lower prices, which should have a most beneficial effect on the cost of clothing in general."

"The opinion prevails that any speculative jobber who might be holding back their stocks in the hope of higher prices will be disappointed, for the normal requirements of the trade will soon be met directly from the manufacturer. The general application of the Lever act to the clothing industry was under discussion during the conference, and it was emphasized that the price at which cloth was sold must bear a fair relationship to their cost, and not to the prevailing market conditions."

"Cloth is now being delivered which was purchased under contract made when the prevailing prices were much lower. They should be disposed of at a fair profit and not necessarily at the higher market level of today. Following any other course would subject the jobber to the charge of profiteering."

"The general tendency toward buying more expensive articles of clothing, indicated a few days ago by Mr. Wood, president of the American Woollen Association, was fully endorsed by those present. They were of the opinion that an important result would be secured toward lowering the cost of living if the people generally would confine their purchases to standard style and plain and serviceable materials. Further consideration is to be given plans for the most effective co-operation between the association and the Food Administration."

Among those present at the conference were Herbert G. Peabody, George B. Sanford, Frederick K. Nixon, A. M. Poyer and J. J. Nevins.

## FRENCH AVIATORS FORM UNION TO RAISE FLYERS' PAY

PARIS, Wednesday.—Aviators have formed a union here, decided on minimum salaries and adopted a standard form of contract for members. Second Lieutenant Antoine Marchal, who flew across Germany, dropping proclamations on Berlin en route, has been elected president. The union will open an employment agency for the benefit of an accident fund and will make a study of insurance for its members.

## WANAMAKER PARTY BATTLED FOR LIFE

Lashed Themselves to Airplane Wings to Balance Craft in Sweeping Seas.

(Special Despatch to the Herald.) PALM BEACH, Fla., Wednesday.—Rodman Wanamaker, 24, and his five companions who motored in to Vero, seventy miles north of Palm Beach, last night after floating twenty-six hours in a disabled airplane, went through a remarkable experience, although they make light of their adventure. It appears that they were in danger of death much of the time. They were caught in a severe southeast blow, which piled up waves twenty feet high, and to steady the airplane volunteers crawled out on the ends of the wings where they lashed themselves to struts to give the craft balance.

When, late Monday night, a steamship passed within a mile the entire party soaked their clothes in gasoline and one after another burned them as torches hoping to attract the boat's attention. The men reached shore in their underclothes, and arrived home at an early hour this morning in clothing bought at Stuart, Fla. John C. King, of New York, brought them here by automobile.

In the party besides Mr. Wanamaker were his brother-in-law, Gurnee Munn, of Philadelphia; John Rutherford, of Toledo, N. Y.; Philip Boyer, of Manhasset, L. I.; Caleb Bragg, of New York, and Captain David McCullough, general manager of the American Trans-Oceanic Company, a Wanamaker concern, which owned the big navy hydroplane known as an M-2L boat. Although the wrecked party saw one airplane searching for them, and passed within from one to three miles by many steamers, their signals were missed. They were without food or water the whole time, suffering from thirst and seasickness, and the hydroplane shipped water so fast three men had to bail continuously for the entire twenty-six hours.

An aluminum fitting near one of the valves in the motor worked loose, preventing the valve closing when the airplane was about two thousand feet up on Monday afternoon, forcing them to alight on the ocean. Darkness set in before they could complete repairs, and the next morning the machine was too waterlogged to ascend when the motor was started. The party calculated that Tuesday morning found them one hundred and thirty-five miles offshore, but, with the engine going, they made steady progress westward all day. Flying over to the Bahamas was fast becoming the leading outdoor sport in these parts, but airplane service along the coast reported a dearth of business today.

## ORDERS ACCOUNTING OF ANTHONY DUGRO ESTATE

An order requiring Justice P. Henry Dugro, of the Supreme Court, and his brother, Francis Anthony Dugro, of No. 1 Union square, a lawyer, to show cause why they should not render an accounting of the estate of their father, Anthony Dugro, who died in 1884, leaving a large estate, was obtained from Surrogate Foley yesterday by Mrs. Catherine Dugro Wiswell, of No. 919 St. John's place, Brooklyn.

Mrs. Wiswell is a daughter of Jacob W. Dugro, for whom a trust fund was created under the will of his father, the late Anthony Dugro. The petitioner's father died October 28, 1890, and her uncle as trustees made accountings until 1903.

She asserted in her petition that they had omitted filing an accounting for almost seventeen years, during which there has accumulated as income about \$500,000, which she believes should be distributed among the legatees. Justice Dugro was served with a copy of the order at the Savoy Hotel, which he owns.

# The New York Times NEXT SUNDAY

Today (Thursday) newsdealers give orders to the news companies for the Sunday edition of The New York Times. Frequently their supply is sold out early Sunday morning. To assure receiving your copy next Sunday, order from your newsdealer this morning.

The New York Times on Sunday covers the whole field of current affairs—national politics, foreign and domestic news, industry, shipping, business, books, social happenings, music, art, drama and out-door sports. There is no narrow groove of interest in its pages, which include features entertaining, informative, serious, humorous.

Neither space nor outlay counts when The Times needs the news. Its special cable reports of foreign events are authentic and complete. At European capitals The Times maintains its own staff of correspondents, who are in contact with the men who mold events. The cable tolls of The New York Times are greater than any other American newspaper.

### Distinctive Sections of

## THE SUNDAY TIMES

**Rotogravure-Picture Section:** With illustrations wonderfully printed on calendered paper by the rotogravure process—the most finished method of reproducing news photographs.

**Drama and Music Section:** Containing the week's news and criticisms of theatres, opera and the concert stage in New York.

**Review of Books Section:** Descriptions of new novels, biographies, works on science, art, philosophy, religion.

**Magazine Section:** Illustrations and text in rotogravure; articles on carefully selected topics of current interest.

**Sports Section:** All that is worth while in the realm of outdoor games.

# THE TIMES NEXT SUNDAY

## 8 Pages of Rotogravure Pictures of Important World Happenings

Scenes in Paris at the election when Clemenceau was defeated for President of the French Republic and retired from public life.

The Atlantic Fleet in Guantanamo Bay amid tropic scenes.

King Victor Emanuel III. of Italy reading his address to the Italian Parliament.

Giant British battleship Hood leaving Clydebank on her trial cruise.

Photographs showing retreat of Kolchak's White Army.

Clemenceau visiting southeastern France just before his retirement from public life.

The Thomas-Morse-Hispano transcontinental mail airplane, designed to carry 1,500 lbs. of mail.

Winslow Homer painting of Wild Geese; original sold at \$28,000.

### Important Special Articles

**The Truth About the Far East:** Theodore E. Burton, ex-United States Senator from Ohio, is writing an important series of articles on conditions in Japan, China, Australia and New Zealand, through which he is traveling. The first of the series appears next Sunday.

**The Next World:** Merely a phrase, according to Sir Oliver Lodge, who tells how he has come to believe that the dead may live in our surroundings.

**Brutalities of Bolshevism:** A graphic review of Russian horrors, by the Grand Duchess Marie, cousin of the late Czar.

**The Reign of the Idler:** An interesting contribution on Czechoslovakia and the Socialist faddists who are paralyzing the new republic's vitality.

**When a Miner Tries Roughing It in New York:** Another humorous essay by Benjamin de Casseres—a regular contributor to the Magazine Section.

**Where Mexican Troubles Cast Their Shadow:** Charles A. Selden's eighth article on after-war conditions in the United States portrays the situation in Arizona, New Mexico, Texas and Oklahoma.

### Contributors to the Review of Books

The Review of Books Section, part of the Sunday edition of The New York Times, is newsy, informative and inspiring. It keeps a reader in contact with literary movements throughout the world. During the past year its contributors included:

Archbishop Patrick J. Hayes  
William Dean Howells  
Brander Matthews  
William Lyon Phelps  
Bliss Perry  
Stuart P. Sherman  
Charles Downer Hazen  
Ashley H. Thorndike

Federico de Onis  
Gertrude Atherton  
Maurice Francis Egan  
Coningsby Dawson  
Frederick Trevor Hill  
John Corbin  
Albert J. Beveridge  
Amy Lowell

Joseph Pennell  
John o'London  
Augustus Thomas  
Gilbert Cannan  
Rupert Hughes  
Charles Edward Russell  
Rear Admiral Bradley A. Fiske  
Benjamin de Casseres

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